



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

## Meeting Date/Location

☒ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

Name (please print): Jacob Park City: San Francisco State: CA Zip: 94112  
Title (if applicable): VP Railroad operations Phone: 415-235-2009 Fax: \_\_\_\_\_  
Organization/Business (if applicable): San Francisco Bay Railroad E-mail: jacob@SFbayrail.com  
Address 100 Cargo Way @ Pier 96 Rail yard SF CA 94124

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

We needed this built 20+ years ago! Better late than never!

Concerns: Freight Service needs to grow & be preserved  
23 shippers on line now.

Port SF

Port of Redwood City

Granite Rock

Cemex

Sims Metal

Waste Solutions Group

Electrification: ~~23~~ 22.5 Ft needs to be on entire line.

We need to ~~for~~ get people out of their cars but not at the cost of putting trucks on the road. One rail car takes 4 to 5 trucks off of the road. Trains are mass transit for people & freight.

8  
SUPPORT  
CVR-DC

3  
COORDINATE  
W/  
FREIGHT  
SERVICE

4  
ELECTRIFICATION

1  
TRAFFIC  
3  
COORDINATION  
W/  
FREIGHT  
SERVICE

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

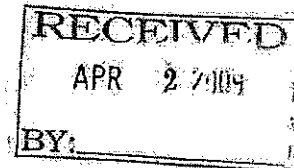
Fold and Tape Before Mailing

O-SF-1



March 27, 2009

Mr. Dan Leavitt, Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814



After attending all three of the San Francisco Peninsula HSR meetings, we at San Francisco Bay Railroad (SFBR) want to express our support for both the Caltrain electrification and California High Speed Rail (CHSR) projects. It is well overdue for the United States to have a world-class passenger system like those in Europe and Japan.

8  
SUPPORT

In addition to our support for California High Speed Rail and Caltrain, we want to stress an equal amount of support for a superior freight rail infrastructure in order to fully realize critical transportation goals on the region, including: (1) reduced traffic congestion and wear and tear on area highways; (2) reduced dependence on foreign oil; and (3) reduced pollution in our environment. Without a good freight rail system in and out of the Port of San Francisco, the benefits of passenger rail will be greatly diluted. Good passenger rail and good freight rail are not mutually exclusive.

3  
COORDINATION  
W/ FREIGHT  
SERVICES  
10  
ADD FREIGHT  
SERVICE

North America is known the world over as having the most advanced freight rail system in the world. China, India and Australia are building or have already built modern freight lines designed after our North American counterparts. Freight trains are the most efficient way to move goods across our country. A freight train can move one ton of freight 436 miles on one gallon of diesel. One 100 car freight train can keep 400 trucks off of our streets and highways. This is equivalent to 1200 automobiles. Each day more than 55,000 trucks transit through San Francisco, the equivalent of 195,000 automobiles.

11  
BACKGROUND

The San Francisco Peninsula is a shared right-of-way with Caltrain commuter trains and Union Pacific freight trains. This right-of-way is the same corridor that CHSR will be using for its trains. That being said, this needs to continue to be a shared right of way. CHSR will not provide any benefit to the public if it merely replaces freight trains on the rail with passenger trains; and then trucks in place of automobiles on area highways. If the freight trains are removed from the right of way it would be akin to when General Motors bought up the Key System in the East Bay or Pacific Electric in Los Angeles and destroyed the rail system by replacing trains with busses. Decades later we are learning the enormous cost to society and the environment of this lack of vision.

11  
BACKGROUND  
10  
FREIGHT  
SERVICE

100 Cargo Way @ Pier 96 Railyard • San Francisco, CA 94124

Tel (415) 642-7177 • www.sfbayrail.com • Fax (415) 642-7174

O-SF-2

Please consider in your planning process for CHSR the 26 rail shippers along the Peninsula and all of the jobs that exist because of freight rail service. The future of the Port of San Francisco and the Port of Redwood City will depend on how the CHSR and Caltrain systems are designed. Toward that end, in order to be viable ports for future generations, and in order for the rail and ports to be ready to provide emergency services to Peninsula cities in the event of a future disaster, freight rail will require the clearance heights required in CPUC G.O. 95 (22.5 ft). If the ports can not provide such clearances, plus adequate operating hours (minimum 8-hour windows at night), then we will lose freight rail opportunities forever, and the country will lose the ability to access maritime and rail at the only two Ports on this side of San Francisco Bay. This would be a major detriment to our economy through job losses and higher costs to consumers that depend on viable ports and rail service, and it could constitute a potential threat to our national security in time of crisis.

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ADD  
FREIGHT  
SERVICE

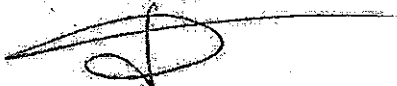
Finally, unlike passenger rail, trucking and the automobile industry, which all receive heavy public subsidies, freight trains run at a profit, without subsidy.

In summary, California High Speed Rail, Caltrain and good freight service are not mutually exclusive. They all provide the same kind of benefits by reducing dependence on foreign oil, minimizing pollution, relieving congestion on our roads, and providing the most efficient way to move people and goods. We strongly urge the Authority to make sure that the benefits of HSR do not result in the diminishment of the benefits and opportunities that good freight rail service offers. CHSR, along with Caltrain, has the opportunity before you to develop a model of passenger and freight rail compatibility for the Bay Area, and the rest of the region. This is in the long-term interests of the region, the State, and the nation.

3  
COORDINATION  
w/ FREIGHT  
SERVICES

If you have any questions about our freight rail operations please don't hesitate to call or email me.

Sincerely,



Jacob Park  
Vice-President Railroad Operations  
San Francisco Bay Railroad  
"Mass Transit for Freight!"